

Please replace paragraph [16] with the following paragraph.

-- As shown in Figure 2, the rotor 26 and the stator 24 are each formed to have a core 30 with circumferentially spaced conductive areas 32. The present invention manufactures these components such that the cores are generally solid bodies, replacing the separate plates of the prior art. In this embodiment, the rotor 26 and stator 24 are extruded by a two-material co-extrusion. The cores 30 are formed of materials that have magnetic properties such as ferro plastics. Nylon 6/6 with iron powder is one preferred example. The conductive areas 32 are preferably formed of conductive plastic. As an example, nylon filled with copper and/or aluminum could be utilized. Such components can be easily formed by known co-extrusion technology. --

IN THE CLAIMS

Please amend the following claims. A marked up version of the claims is attached at Appendix B.

1. (Amended) A motor comprising:

a stator body;

a rotor body; and

at least one of said stator and rotor bodies being formed of a generally solid core of a first material and having a plurality of circumferentially spaced portions of a second material at an outer peripheral surface of said core, said second material comprising a conductive material

deposited into said portions wherein said second material is more conductive than said first material.

2. (Amended) A motor as set forth in Claim 1, wherein said first material comprises a first plastic and said second material comprises a second plastic different than said first plastic.
4. (Amended) A motor as set forth in Claim 1, wherein said first material comprises a powder metal.
5. (Amended) A motor as set forth in Claim 4, wherein said plurality of circumferentially spaced portions comprise a plurality of circumferentially spaced teeth having an insulating material formed at least around said circumferentially spaced teeth wherein said conductive material is deposited between said teeth over said insulating material.
7. (Amended) A vehicle component drive assembly comprising:
 - a vehicle component movable between a plurality of operational positions relative to a fixed vehicle component;
 - an AC motor for driving said component; and
 - said AC motor including a rotor and a stator, with at least one of said rotor and said stator having a core body formed of a first material and a plurality of circumferentially spaced conductive areas formed of a second material that is more conductive than said first material.

8. (Amended) A vehicle component drive assembly as set forth in Claim 7, wherein said first material comprises a first plastic and said second material comprises a second plastic different than said first plastic.
9. (Amended) A vehicle component drive assembly as set forth in Claim 8, wherein said first and second plastics are co-extruded.
10. (Amended) A vehicle component drive assembly as set forth in Claim 7, wherein said first material comprises a powder metal.
11. (Amended) A vehicle component drive assembly as set forth in Claim 10, wherein said plurality of circumferentially spaced conductive areas comprise a plurality of circumferentially spaced teeth having an insulating material formed at least around said circumferentially spaced teeth wherein said second material is deposited between said teeth over said insulating material.
16. (New) A motor as set forth in Claim 2, wherein said first plastic comprises a ferro plastic and said second plastic comprises nylon filled with a conductive metal.
17. (New) A vehicle component drive assembly as set forth in Claim 8, wherein said first plastic comprises a ferro plastic and said second plastic comprises nylon filled with a conductive metal.

18. (New) A vehicle component drive assembly comprising:
- a vehicle component movable between a plurality of operational positions relative to a fixed vehicle component;
- an AC motor having a motor output shaft operably coupled to said vehicle component to move said vehicle component between said operational positions, said motor including a stator and a rotor cooperating to drive said motor output shaft; and
- wherein at least one of said stator and rotor comprises a generally solid core body portion formed of a first material and a plurality of circumferentially spaced conductive portions formed of a second material different than said first material wherein said second material has a greater conductivity than said first material.
19. (New) A vehicle component drive assembly as set forth in claim 18, wherein said first material comprises a ferro plastic and said second material comprises nylon filled with a conductive metal.
20. (New) A vehicle component drive assembly as set forth in claim 19, wherein said first and second materials are simultaneously formed together within a common co-extruder.
21. (New) A vehicle component drive assembly as set forth in claim 18 including an insulating layer formed between said first and second materials.

22. (New) A vehicle component drive assembly as set forth in claim 21, wherein said plurality of circumferentially spaced conductive portions comprises a plurality of circumferentially spaced teeth separated from each other by spatial areas and wherein said first material comprises a powder metal with said insulating layer being formed at least about said teeth and said second material comprises a conductive metal that at least partially fills said spatial areas.
23. (New) A vehicle component drive assembly as set forth in claim 18 wherein both said rotor and said stator include said core body portion formed of said first material and said plurality of circumferentially spaced portions formed of said second material.
24. (New) A vehicle component drive assembly as set forth in claim 18 wherein said vehicle component comprises a closure member and said fixed vehicle component comprises a frame.
25. (New) A vehicle component drive assembly as set forth in claim 24 wherein said motor output shaft is in direct driving engagement with a gear assembly that is operably coupled to said closure member.